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The explosion aboard YM Mobility on 9 August was just the latest in a worrying trend, says Gard. Pic K+N

After a seemingly ‘benign’ period, there have been several serious container ship fires lately.

Congested ports in Asia and increasing traffic of large container ships around Africa are also a cause for concern, according to Are Solum, team leader, dry cargo claims at maritime insurer Gard.

Cargo-related fires on board container ships have long been a hot topic in the industry. In 2023, there was an average of one container cargo fire every nine days, according to statistics from Cargo Incident Notification System (CINS). This is an increase on 2020, when the number was approximately one container fire every two weeks.

For the first few months of 2024, things were looking more promising, Solum said during August. Up until May 2024, Gard did not experience any large-scale or high severity fires for a relatively long time.

Then, on 26 May the container ship Northern Juvenile caught fire outside Singapore. On 19 July, the Maersk Frankfurt caught fire off the west coast of India, a casualty that tragically cost a seafarer’s life. Then on 9 August, the container ship YM Mobility suffered severe explosions and fire onboard while it was docked in Ningbo, China.

The high frequency of fires is particularly worrying, Solum said, considering the severity of many of these incidents. The extent of

damage depends on factors which are largely a matter of luck, such as the location of the container on board, the proximity to other containers, and whether the fire occurs in port or at sea. “However, it is important to note that the increased focus on safety measures, improved booking systems, and innovative fire detection and firefighting systems have all had a positive impact on mitigating the fire risks,” Solum explained.

On the environmental side, the impact of containerised cargo fires can be significant. Fires and flooded cargo holds generate substantial amounts of waste.

There is currently also a huge challenge with congested ports, particularly in Asia. It takes a lot of time to get vessels in distress into port, to conduct investigations and discharge cargo. This potentially increases the loss and environmental impacts. On top of this, comes the owners’ concern of getting the vessel back in service as quickly as possible.

Diversion

A new challenge is that ship traffic around the Cape of Good Hope is increasing due to the missile attacks in the Red Sea. Ultra large container ships which used to go through the Suez Channel are now

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diverted around the African continent. The problem, Gard maintains, is that there are very few, if any, ports in Africa that have the scale and infrastructure available to accommodate the largest container ships with their draft and stack heights.

This means that if something goes wrong, a ship in distress will have very few alternatives if a port of refuge is needed on a voyage around Africa. Luckily, Gard has so far not experienced any large container ship fires along the African coast, but these challenges have materialised in several cases concerning stow collapses on board liner ships lately.

The sheer volume of containers shipped remains a fundamental challenge. Even with measures to deter and detect misdeclarations before carriage, some unsafe cargoes are likely to slip through the net. The increasing number of larger container ships also means that the risk is more concentrated, with more cargo and higher values on one keel.

The Cargo Integrity Group of the International Cargo Handling Coordination Association (ICHCA) has identified 15 ‘cargoes of concern’, six of which pose a threat when it comes to container fires.

Gard has seen fires originating from charcoal, calcium hypochlorite, lithium-ion batteries, cotton and wool, fishmeal, and seed cake.

Fire statistics from CINS reveal that batteries are an increasing cause of container cargo fires. Various types of lithium-ion batteries are the most common fire source, paralleled only by charcoal and various types of chemicals.

Importantly, electrical vehicles (EVs) are increasingly being shipped in containers, not just on conventional car carries, and with the rise in trade of EVs, a new market for used EV batteries is also rising.

The principal challenge is still to avoid dangerous goods being misdeclared and inadequately secured for transport. Container lines are focusing on these issues, but there is still a way to go.

“We hope that the relatively positive development with fewer large-scale incidents (up until May 2024) may be a sign that container ship owners and operators are investing more time and resources in fire detection, training and fire/fighting capabilities onboard,” Solum stated.

An area of increasing focus is how to make shippers more accountable. China is taking positive steps in targeting and pursuing those who fraudulently misdeclare cargoes. In this context, Gard and other insurance mutuals are prioritising recovery actions, seeking to push the financial costs of cases down the contractual chain.

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Low cost AND sustainable

European chemical manufacturers are in something of a bind, as overcapacities are projected in several key value chains as far head as the end of this decade. Nevertheless, emerging sustainable product markets present a promising solution

Three recent trends illustrate significant recent changes in Europe's chemical markets. First, high prices for natural gas and electricity are resulting in high production costs for energy-intensive chemicals. Second, a global oversupply of many chemicals is leading to depressed unit margins and lower volumes. And third, demand is shifting to sustainable chemicals.

For these reasons, many European players are focusing on how to improve their margins quickly, typically via cost reductions. As Europeans headed for their summer breaks, consultant firm McKinsey issued a report* suggesting that while these improvements are essential in the short term, chemical players must not lose sight of what's needed in the long term, particularly as it relates to the third point: creating low-cost supply positions in emerging markets for sustainable chemicals.

Difficult position

After the Russian invasion of Ukraine, European gas prices spiked — and took electricity prices with them. Although prices have fallen since highs in 2022, they remain at levels 50 to 100 percent higher than before 2020. In turn, European production costs for energy-intensive chemicals, such as polyurethanes, fertilisers, and PVC, are structurally higher than those of other regions.

Going forward, European energy prices are expected to settle into a

new normal driven by imports of LNG, notably from the United States. European gas prices therefore could be more than twice those of the so-called Russian gas era, reflecting the cost of developing and shipping new gas supplies to Europe. And with no energy or growth advantage, European production of energy-intensive chemicals could stay at the right end of the cost curve, albeit with less of a disadvantage than in 2022. Over the longer term, rising CO₂ prices (around €60 to €130 per metric ton of CO₂ from 2030 to 2050) and the phase out of free allowances in the EU Emissions Trading Scheme will likely contribute to players remaining on the right-hand side of the cost curve, where there is often little margin for producers.

For chemicals with less energy intensity and with a cost base more closely tied to oil prices than to natural gas and electricity, including major packaging plastics such as polyethylene and polypropylene, European producers could stay in the middle of the cost curve. However, players in China and other regions have created significant new capacity in the past decade. Coupled with relatively lower demand growth, there are substantial overcapacities in many value chains, which are expected to remain until 2030, McKinsey says.

This could keep margins and sales volumes depressed for European players, given that the profitability of European chemical manufacturers depends on factors outside their direct control. Players with medium to high costs are profitable mostly during supply shortfalls, either because of structural undercapacity or because the industry fails to keep its existing production assets running. This also means that returns to such businesses will be volatile and highly sensitive to the supply-demand balance. Overall, investors require a risk premium to compensate for this, and thus, valuations are low.

Demand for sustainable chemicals

There is now a clear signal of increased demand for more sustainable chemicals. Europe's low overall demand growth means that, to a large degree, this will be a zero-sum switch for which demand for fossil-fuel-based or high-emission chemicals is reduced while demand

for sustainable chemicals grows.

For example, when Unilever switches to at least 25 percent recycled plastics for its packaging by 2025, demand for fossil or high-emission packaging plastics will likely be reduced as demand for sustainable chemicals increases.

In the long term, a share of the market could also be reserved for sustainable production, starting with mandates for recycled content in packaging.

As a result, suppliers for fossil or high-emission chemicals on the right side of the cost curve could become obsolete.

Three reasons for the shift

Several reasons illustrate the potential for a substantial demand shift.

The first is that many countries and industry players that use chemicals have committed themselves to large shifts. Some have committed to using recycled content, specifically, and others to greenhouse gas (GHG) reductions.

The second reason is that the costs for the transition seem manageable. Although the increase of production costs can be substantial at the commodity level, particularly around energy, feedstocks, and processing, this usually translates into only a small, single-digit percentage increase in the final price for consumers.

Third, regulations are signalling a strong longer term market. For example, the European Union's Packaging and Packaging Waste Regulation requires 55 percent of plastics to be recyclable by 2030, which implies significant build-up of technologies and recycling supply chains over the next few years. Similar proposals are being made to mandate 25 percent recycled feedstock for plastics used in the automotive industry or even for a share of all chemicals feedstock to come from non-fossil sources.

Complementary measures

Interim targets for reducing emissions (in some cases, by up to 50 percent) can be reached via extensive energy efficiency measures and



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the procurement of renewable energy. In part due to the broad use of such measures in response to tightening EU regulations to reduce GHG emissions, European chemical production tends to have substantially lower emissions than other regions, according to McKinsey's own research. This is a competitive advantage that the industry has not yet realised because most value chain participants continue to work with global average emissions data per product instead of site-specific data.

The European industry can actively market its footprint advantage if it succeeds in creating clarity and harmonisation on approaches to the allocation of emissions. Furthermore, players can quickly add further measures with well-established and emerging technologies (such as heat from waste) to keep (and potentially increase) strategic distance from their overseas competitors.

Ultimately, however, the ability to meet the demand for recycled or net-zero chemicals will require European players to go further, changing to sustainable feedstocks derived from recycling, biomass, or atmospheric CO₂, or to innovate inherently lower-footprint products.

Green premiums

The opportunity to achieve higher prices for more-sustainable chemicals is no longer just theory. For example, currently available and high-quality plastic recyclates command a price premium over virgin grades by as much as 60 percent.

For virgin-like recyclates resulting from new technologies, price premiums are likely to be even higher, as indicated by first price signals in nascent markets with the small quantities available today. In some instances, committed offtake prices for chemically recycled polyethylene terephthalate (PET) are typically 25 to 50 percent higher than the market price for virgin PET. Equally, petrochemical players and other offtakers are currently willing to pay premiums of one to two times that of naphtha prices for oil derived from plastics waste via pyrolysis.

Another indicator is that brand owners and other chemical end users are investing in sustainable sources for established chemicals, either directly or via offtake agreements. For example, Michelin invested in a jointly owned tyre-recycling plant with start-up Enviro and expects a significant portion of butadiene to be sourced from biobased sources. PepsiCo also signed an offtake agreement with Eastman for its planned PET recycling facility.

Although less frequently, chemical end users are investing in new,

Unilever entered into an exclusive partnership with Evonik to scale production of novel biosurfactants



sustainable products that may partially substitute established fossil or high-emission products. On this point, Unilever entered into an exclusive partnership with Evonik to scale production of novel biosurfactants.

And Refresco, Terphane, and other PET fibre and PET plastic end users (for beverage bottles) have signed offtake agreements for Avantium's planned biobased PEF (polyethylene furan-2,5-dicarboxylate, a PET substitute) plant.

New success criteria

Chemical manufacturers often have a hard time committing to investments in sustainable chemicals because they are not certain that the required price premiums will be realised. In some cases, procurement departments believe there will be a small price premium at best, which can create the impression that sustainability does not sell.

However, McKinsey's work indicates that success is possible but requires a change in approach that plays to the new market's success factors.

- Consumer brand owners are the key players for sustainable demand. This is an empirical observation, given that most large-scale offtake agreements and investments come from brand owners. Furthermore, brand owners ultimately bear the costs of sustainable chemicals and therefore reap the benefits from consumer pricing and demand. Only they can ultimately decide which premiums are worthwhile.

- Cost-effectiveness is key. Even when consumer brand owners see a business case in buying sustainable chemicals, they typically do not want to pay more of a premium than necessary. Simply stated, this is good management practice. In all the above examples for investments and offtake agreements, supply is arguably one of the lowest-cost options for sustainable chemicals or materials in the long term, albeit more costly than current fossil fuel or high-emission options.
- Scale and materiality matter. To help consumer brand owners reach their targets, the sustainable supply must be large in terms of total demand. Therefore, chemical manufacturers will need to show their customers a route to large-scale supply.
- Deals are best struck at the top-management level. Because investment and offtake commitments are large and involve cost increases, they cannot be undertaken by procurement alone. Instead, they will need to involve top managers from the business, including executive board members.
- There is no silver bullet — scale-up risks exist. Multiple technologies and routes to scale across the portfolio are required to secure sufficient viable feedstock and new products.

And the future?

Looking at other markets that are transferring to sustainable products illustrates the urgency to act. Take the automotive industry as an example: McKinsey's research shows that although most new car sales are still internal combustion engine vehicles, new entrants



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PET fibre and PET plastic end users have signed
offtake agreements for Avantium's biobased PEF



focused solely on electric vehicles have created significantly more value for shareholders and are now valued at around 80 percent of incumbents.

Similarly, valuations of incumbent utilities in the power sector started to decrease when it first became clear that renewable energy sources would be the dominant drivers of future growth in generation, long before renewable energy reached a substantial share of the market. By analogy, chemical players will need to focus on the emerging sustainable product markets — or risk being overtaken.

Higher margins?

An attractive feature of the new markets is that supply functions will likely be steep. For a player on the left side of a steep supply curve, profits are substantial throughout a cycle (even when supply is long), and volatility is relatively low. Therefore, chemical manufacturers that can create low-cost positions on new supply curves could see their valuations drastically increase.

One reason for this steepness is that different technologies with different costs need to be used to meet demand. The lowest-cost options cannot serve all demand for sustainable supply. For example, mechanical recycling can achieve relatively low costs and major environmental benefits. As markets support investments into more advanced and intense processing, McKinsey expects mechanically recycled plastic to grow faster than ever before and even to dominate sustainable supply in some segments, such as PET packaging.

To serve the full market, however, other technologies are also expected to be necessary. Mechanical recycling struggles to use mixed and contaminated waste streams (where most end-of-life plastics are found) in applications that require high performance and consistency or high purity (such as for medical or food-grade applications) without large losses along the way. Much of early demand is for these high-performance, high-purity applications, notably in packaging, meaning that other technologies will need to be used in addition to mechanical recycling to meet demand — even if they come at a higher cost.

Beyond the need for different technologies for different applications, key cost factors differ substantially between locations. For example, in some places, such as Iberia and the Nordics, there is great existing or potential capacity for low-cost renewable electricity. For such reasons, GHG footprints and costs can vary significantly between regions.

Limited window

There is a limited window of opportunity to secure low-cost feedstock for recycling or biobased routes.

In the short term, every chemical company can take immediate measures related to renewable energy and resource efficiency for their own production — and request their suppliers do the same. This could even be part of the selection of suppliers and their specific supplying plants. Overall, these are low-cost, high-return actions for sustainability and economics.

However, in a substantial number of cases, these actions will not suffice to move the supply from fossil or high-emission chemicals to the sustainable market. Brand owners often expect supply from recycled materials or biomass, demonstrating circularity or radically reduced emission footprints. This is most often not possible without a change in feedstock as well.

From its experience regarding sustainable feedstock for chemicals, McKinsey has observed three facts that apply to the chemical industry:

- Chemical manufacturers should obtain offtake agreements. Fossil fuel-based products tend to be cheaper. Therefore, to reduce the risk of investing in new capacity for sustainable production, manufacturers will need some certainty regarding demand for higher-cost sustainable products.
- Recycling will be the safest route from an economic and sustainability standpoint. Biomass is a valid alternative to recycling and could become a part of the array of solutions needed, but players will need to take great care to benefit from economic and sustainability claims. Although biomass can enable lower-emission footprints, there is significant variation depending on the feedstock used. Likewise, the variation in costs for biomass routes is higher. That is especially true for Europe, where the use of first-generation

biomass has been criticised. And although players can switch to second-generation biomass, doing so often increases costs above the recycling route.

- Feedstock will be the dominant cost driver. Sustainable feedstock, especially biomass and waste, is fundamentally constrained and is also in high demand from competing applications, such as fuels. Expanding recycling will likely entail increasing the availability of plastic currently mixed with other waste and employing new recycling technologies that can deal with mixed plastic and contaminated feedstocks not fit for today's conventional mechanical recycling.

To secure a low-cost position, players will need to create long-term access to this feedstock at scale and at advantaged terms, which is likely only possible during a short time window until all lower-cost sources are locked up (as recently seen in waste vegetable oils).

It's worth noting that, although technology development has made recent strides, for many routes, there are multiple similarly viable technologies available today — and the differences between them are not as decisive as feedstock access. Thus, players can always start with one or two sufficiently good technologies — self-developed or acquired — and then concentrate on building feedstock access and securing offtake agreements.

Chemical producers in Europe will need to move quickly to implement sustainable routes before feedstock becomes unavailable. From there, companies can take the necessary steps toward brand owner involvement to secure supply and offtake and thus enable the

There's a limited window of opportunity to secure
low-cost feedstock for recycling or biobased routes



building of new production at scale.

Finally, when building their future supply routes and establishing their position on the new cost curves for sustainable chemicals, players can choose to establish partnerships and close collaborations with a range of new technology start-ups, including waste gasification or pyrolysis to convert waste and biomass. Getting these steps right could mean the difference between falling behind competitors or staying ahead of the curve.

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Stolt sees big shipments jump

Stolt Tank Containers (STC) saw shipment volumes reached a record of 41,781 in the second quarter of this year, up 17 percent from the same quarter in 2023.

This was due to space opening up on ocean carriers combined with strong demand for tanks out of Asia, South America and the Middle East.

Second-quarter revenue was US\$167.1 million, down from \$189.3 million in 2Q 2023. The decrease was caused by a reduction in demurrage revenue, additional revenue and depot revenue.

Operating profit reached \$12.5 million, an improvement from a reported operating loss of \$115.3 million in the second quarter of 2023. That quarter had a legal claim loss provision of \$155 million related to the MSC Flaminia incident, without which the operating result would have been a profit of \$39.7 million. The lower revenue was only partly offset by a decrease in ocean freight and trucking costs, resulting in a reduction in gross profit margins.

STC tank container fleet grew by 6 percent over the 12 month period causing an increase in depreciation of \$2 million, while utilisation fell back to 64.3 percent from 65.8 percent in the same period last year.

Revenue per shipment decreased primarily due to the effect of declining ocean freight rates coupled with lower demurrage and ancillary billings. Freight rates have quickly returned to lower levels with the cost of ocean freight down from 2023, although as ocean freight has been increasing out of Asia, freight rates are starting to follow suit.

STC said the weak market conditions generally seem to have levelled off with demand remaining buoyant in most regions, but at lower operating margins. Demurrage levels are down versus last year as customers are closely managing inventory levels.

The operator is focusing on cargo mix and balanced flows in order to optimise margins and keep repositioning costs down. Lack of space with carriers out of Asia is causing some disruption in the market, which is expected to last about three to four months. This, along with the higher shipment levels and lower costs, should help offset the impact of the reduction in demurrage and ancillary revenue.

Emissions reporting tool

A new emissions reporting tool launched in August by Stolt Tank Containers allows customers to monitor the carbon footprint of their shipments and identify more sustainable transport options.

Customers with a mySTC account can access the feature to track their greenhouse gas (GHG) emissions and air pollutant emissions, and create customised reports for specific products and lanes in just a few clicks, says Stolt.

The emissions calculations are made by combining EcoTransit, a widely accredited software tool, with STC's wealth of booking data to give customers the most accurate estimates possible, based on: mode of transport; loaded weight of the container; and distance travelled.

The detailed insights can be used to help customers meet regulatory obligations, such as the European Union's Non-Financial Reporting Directive (NFRD) and the Corporate Sustainability

Strong demand for tanks out of Asia, South America and the Middle East helped boost Stolt shipments



Customers with a mySTC account can access the feature to track their emissions



Reporting Directive (CSRD). The data also helps optimise tank routing for the lowest CO2 emissions.

For example, inland transport does not always need to be by truck. In many locations, it can be done by barge or rail, which tend to have lower emissions. STC also works with deepsea carriers and truckers that offer transport options with alternative, low-emission fuels, such as biofuels or LNG.

"At STC, we are moving towards a more sustainable future, and we know that our customers share this same goal," said Angela Anastasiou, STC's SHEQ co-ordinator. "We have worked closely with many of them to ensure our emissions reporting tool provides transparent and accessible insights into their transport emissions so they can optimise their routing, which ultimately supports STC's decarbonisation goals as well as theirs."

Customers can create an account at mySTC to start accessing the emissions reporting tool and the insights it provides.

www.stolttankcontainers.com

New GM Asia for Eurotainer

Jorgen Nielsen has joined Eurotainer as general manager, Asia Pacific based in Singapore.

Nielsen will manage Eurotainer's operations across the region and will execute the company's growth strategy there.

A Singaporean resident, Nielsen started his career in the shipping industry in Denmark in 1990 before relocating to Singapore in 1995. His career has included positions with Danish firms DFDS and DSV where he developed a diversified management and business development experience.

In 2007, he joined GAC International where he has served as general manager, logistics services for the past twelve years.

He succeeds Francois Batut, who will take on a new role within the containers business unit of parent company Strem.

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Talke grows in Dubai, Malaysia and Italy

Talke is expanding its operations in Dubai, advancing the development of its facility in Malaysia, and adding a new site in Northern Italy.

Despite a challenging economic environment in Europe, Talke has maintained its international momentum, capitalising on opportunities to grow in strategic locations.

At the RSA-Talke joint venture in Dubai, the company is in the process of significantly increasing its storage capacity. A block storage facility is being upgraded with a modern racking system, adding approximately 5,000 pallet spaces. The state-of-the-art facility now has more than 45,000 spots to store dangerous and non-dangerous chemicals securely, with an additional 5,000 pallet positions built to NFPA standards.

In addition to the pallet expansion, RSA-Talke has also increased its tank container storage capacity. The facility now offers an additional 300 TEU spaces for clean, empty units, complementing its existing laden tank container terminal that has a capacity of more than 1,000 TEU. These upgrades reinforce RSA-Talke's role as a key player in the region's integrated chemical logistics hub,



RSA-Talke is in the process of significantly increasing its storage capacity

continuously improving capabilities to meet the needs of the chemical industry.

Meanwhile, in Malaysia, Talke's facility at Port Klang continues to build momentum. Having established itself as a key logistics hub, the site is gradually ramping up its operations. It now features 18,000 sqm of warehouse space dedicated to dangerous goods, with a capacity of 26,500 pallets, and an additional 80,000 sqm of space for the storage of polymers.

It is located close to Westport offering excellent



Talke's facility at Port Klang now features 18,000 sqm of warehouse space dedicated to dangerous goods

access to international sea routes, so optimising supply chains and reducing lead times.

Additionally, Talke has expanded its footprint in Europe with a new site in Northern Italy, featuring a 20,000-pallet warehouse and advanced drumming facilities.

Located within an industrial park, the site is equipped with a high-category Seveso permit, ensuring that it meets the highest safety standards for handling and storing hazardous chemicals. This new facility strengthens Talke's presence in Southern Europe, providing strategic logistics solutions in a key industrial region. "We are glad that thanks to our global positioning, we can effectively offset regional weaknesses," said Christoph Grunert, managing director at Talke. "Despite an overall challenging economic environment, we are able to continue growing steadily as a global group, delivering innovative and reliable logistics solutions for the world of chemistry."

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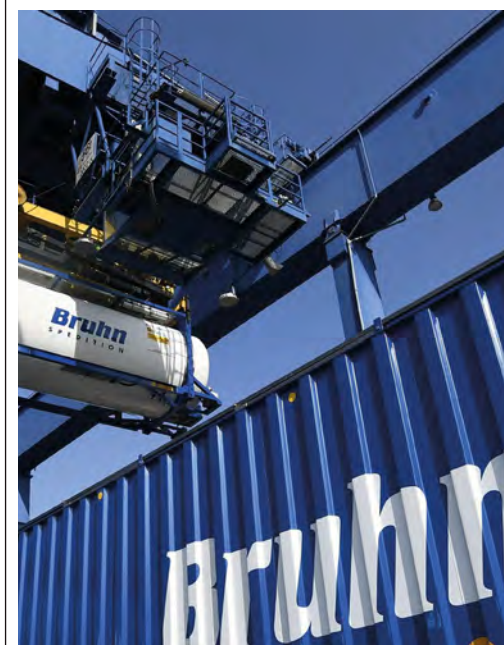
Bruhn aids Sim

Bruhn Spedition has been acting as the Nordic hub for freight network Sim Cargo since earlier this year.

"We are pleased to expand our co-operation with Bruhn Spedition," said Julian Loth, Sim Cargo's head of business unit sales. "With the new hub in Lübeck (Germany), we can now offer our partners an even better service for the Nordic countries."

Torben Brandt, manager packed & warehouse at Bruhn, added: "Together we are closer to our target markets, can increase frequencies and further develop the network."

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G80 terminal was the first terminal in ChemPark Leverkusen to implement a fully integrated logistics solution



Bertschi invested significantly in infrastructure and equipment, and added qualified full-time employees to ensure it can manage the additional volumes

Bertschi marks 25 years in ChemPark Leverkusen

Bertschi celebrated 25 years of successful operation at its container terminal G80 in ChemPark Leverkusen, Germany.

It was also the ideal occasion to announce the implementation of a newly established integrated site logistics concept together with a global key account customer.

G80 terminal has been in operation since 1999, making it 25 years old this year. It was the first place in ChemPark Leverkusen to implement a fully integrated logistics solution. This concept allows producers to eliminate land tanks, but transfers material directly into transportable containers, cutting costs and streamlining the process for immediate transport.

This container-based concept also creates more flexibility and

enables shorter lead times of supply to their respective customer.

Last mile logistics

At the event, Bertschi also implemented its new 'Last Mile' logistics concept together with a global key account customer. Over the past two years, this concept has been jointly developed to improve inbound receipt and intermediate storage, heating, and shunting of tank containers on demand to nearby production facilities within the ChemPark. Bertschi was prepared to invest significantly in terminal infrastructure and special transport equipment, and added qualified full-time employees to ensure it could manage the additional volumes and site operations with a two-shift system smoothly during the agreed contract period and beyond.

Robin Gehlen, general manager for the Rhein-Ruhr region also took the opportunity to express appreciation towards long-serving employees at G80, in particular, Ralf Spahn and Steffen Rossa, for their efforts over the past 20 and 25 years, respectively, at G80 and previously as truck drivers based at the Cologne-Eifeltor depot.

Looking ahead

The celebration was not just about looking back, but also about plans for the future. Bertschi says it is excited about the opportunities that the new logistics concept will bring and is committed to continuing successful collaboration at ChemPark Leverkusen.

www.bertschi.com

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Vervaeke trialling one of five GenH2 prototype trucks

At the Daimler Truck Test and Development Centre in Woerth am Rhein in late July, the starting signal was given for the first commercial test runs of a brand new fuel cell truck.

For this pioneering project, Belgian tank operator Vervaeke invested in a new bulk trailer and will use the new combination to transport PVC for its customer INEOS Inovyn.

After several test runs on the test track and on public roads, the Mercedes-Benz GenH2 Trucks have been declared ready to be used in the daily activity of five major players. As each of them operates in a different sector, the hydrogen trucks are being tested for various applications. Through these field tests, Daimler Truck's engineering team wants to acquire a better understanding of the specific needs of the different customers and take these into account in further development towards series production.

Vervaeke CEO Frédéric Derumeaux said he was "very proud" that his company was part of the test fleet.

"Liquid hydrogen can represent an excellent solution towards CO₂-free long-distance transport and can be considered complementary to other technologies such as battery-electric trucks," he stated.

"As a forward-looking logistics provider, we want to participate actively in setting the trend towards a greener way of conducting business, also within heavy transport. Nevertheless, it is important to emphasise that investments in (liquid) hydrogen-powered vehicles will only be successful if governments provide sufficient refuelling

Now, the commercial test runs for PVC transport can be carried out in Germany, Belgium and the Netherlands, making Vervaeke the first European carrier to provide emission-free transport within the chemical industry



infrastructure. The running costs of this infrastructure should also be in line with the costs of the same infrastructure for conventional vehicles. There is still a long way to go on that front, as there is for the production of sufficient (green) hydrogen."

Moreover, in this exercise towards more sustainable freight transport, it is also interesting to look at the logistics chain as a whole. The co-operation Vervaeke and INEOS Inovyn have set up for this specific project fits within this vision.

Now, the commercial test runs for PVC transport can be carried out

in Germany, Belgium and the Netherlands, making Vervaeke the first European carrier to provide emission-free transport within the chemical industry.

A recent change in legislation makes it possible from 1 January 2025 for new hydrogen trucks to be ADR approved. This evolution will allow Vervaeke to transport other products with hydrogen trucks.

www.vervaeke.com

760 new bulkers for Den Hartogh

Den Hartogh has added 760 brand new dry bulk containers to its fleet.

The containers feature the latest design and specifications, ensuring high quality and efficiency for customers.

This investment increases the total fleet to approximately 5,000 30ft bag-in-box containers.

The new 30ft boxes arrived at Rotterdam-Botlek and are currently being distributed across Europe for integration into Den Hartogh's network. The new units allow the fleet to have a renewed age profile, pointed out Jim Couhig, business unit director for Den Hartogh Dry Bulk Logistics.

"We are very proud to add these new containers to our fleet, providing the required capacity and best possible service to our customers in the polymer and food producing industries," he said.

Together with other investments made in trucks, trailers, and specialised dry bulk logistics assets in Europe and Asia, the company says this step truly reflects its ambition for growth in the intermodal dry bulk logistics industry.

Green corridor

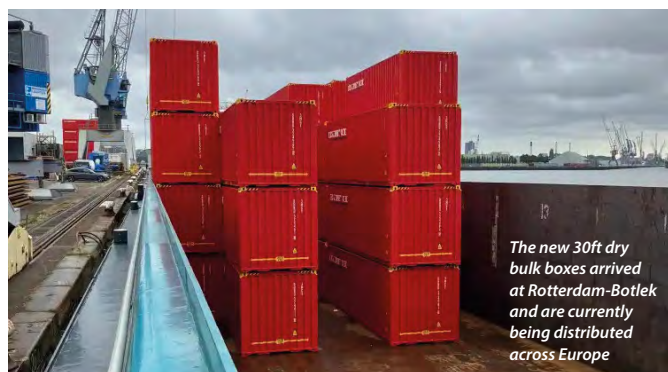
In August, Den Hartogh also announced the launch of a 'Green Corridor', developed in close collaboration with chemicals giant Dow. The corridor connects the Benelux region with Turkey and Greece, marking a significant step forward in the two firms' shared commitment to sustainability.

By using advanced biofuel solutions across all modes of transport in the corridor, Den Hartogh is targeting an 85 reduction in CO₂ emissions for road transport and achieving 100 percent carbon neutrality during the ocean passage.

Meanwhile in Duisburg, Germany, the local Den Hartogh team has recently started using an innovative shunt truck capable of transporting two empty swap containers simultaneously. This not only saves costs in moving empty containers, but also reduces the number of trips required, leading to a significant reduction in CO₂ emissions. Additionally, the lighter design consumes less fuel.

Since only empty containers are transported, less power is required. While conventional trucks are typically equipped with a 13-litre engine, this new shunt truck has a more efficient 11-litre engine. This difference results in lower fuel consumption and contributes to overall cost efficiency.

Both the construction of the truck and the design of the accompanying trailer were achieved in collaboration with Van Hool. The manufacturer's expertise and craftsmanship resulted in a truck that is functional and meets the stringent demands of the modern logistics sector.



The new 30ft dry bulk boxes arrived at Rotterdam-Botlek and are currently being distributed across Europe

H&S trucks

Finally, liquid foodstuffs specialist H&S Group, which is part of Royal Den Hartogh Logistics, has placed an order for 20 new DAF XG 480 FT trucks. H&S selected DAF after an extensive evaluation process. The new vehicles will be delivered by dealer Bakker Bedrijfswagens in early 2025.

H&S, acquired by Den Hartogh last March, chose DAF based on trust in the brand and the service provided by Bakker Bedrijfswagens. The DAF XG stands out with its modern and spacious cab, offering unparalleled comfort for long-distance journeys. The low curb weight of the truck is another advantage, particularly important in the distribution of liquid foodstuffs H&S.

"These are concentrates of liquids with as much water removed as possible. A kilogram of concentrate can produce 10 or more kg of finished product that ends up on the shelves. Every extra kilogram of payload capacity is crucial for us," explained Jos van den Hurk, fleet & equipment manager at H&S.

To minimise weight, the new DAF XG 480 FT trucks will be equipped with a 510-litre fuel tank instead of a 600-litre one. Additionally, the air tanks are made of aluminium, and lightweight Alcoa rims will be fitted. An aluminium cover plate will be installed on the platform behind the cab, providing a safe standing area for drivers when connecting and disconnecting cables, air hoses, and the PTO drive, which is also an additional feature on these XG trucks.

H&S has also opted for the DAF Digital Vision system, including Corner Eye. These safety systems improve aerodynamics and enhance



The shunt truck is capable of transporting two empty swap containers simultaneously

direct visibility, as the cameras do not obstruct the driver's view and eliminate blind spots. The DAF XG trucks will also be equipped with specific software for liquid transport and feature Predictive Cruise Control, which adjusts speed based on geographical data in the navigation system, ensuring the most efficient driving uphill and downhill.

Furthermore, the trucks will be fitted with a luxury driver's seat and a thicker mattress. Fifteen of the DAF XG 480 FT trucks will operate on shorter routes in modal and intermodal transport, while five will also handle longer journeys. H&S will entrust the maintenance entirely to Bakker Bedrijfswagens through multi support maintenance contracts.

"With our focus on sustainability and continuous improvement of our services, we aim to remain a reliable partner in the logistics sector," said Van den Hurk. "This order marks the beginning of a promising collaboration between DAF, Bakker Bedrijfswagens, and H&S/Den Hartogh."

www.denhartogh.com





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Through using containers, Van den Bosch says it increases the payload per shipment



VdB helps Serbia benefit from intermodal

Road transport continues to dominate logistics in much of Eastern Europe. But progress is slowly being made in converting truck shipments to rail intermodal.

This year, Netherlands-based Van den Bosch has successfully converted a number of flows to and from Serbia from road to intermodal bulk transport. Through intensive collaboration with two local parties and the use of silo containers, the logistics service provider has not only increased efficiency for its customers, but also reduced CO2 emissions.

Among other things, Van den Bosch is committed to strengthening export capacity to and from Serbia. New opportunities for intermodal transport have been created by collaborating with local partners and exploiting the potential of available equipment.

"These containers are a game-changer," says Srdjan Zekovic, commercial manager at Van den Bosch. He believes that they represent an important step forward in terms of the logistics

possibilities in Eastern Europe.

"Using the containers has given us the flexibility to expand in order to meet growing global demand," Zekovic adds. "Because we provide our partners with intermodal logistics solutions, we streamline the export process. We also enable them to expand their activities. By enabling reliable, sustainable and more efficient export routes through collaboration, we are stimulating economic growth and international success."

Through using containers, Van den Bosch says it increases the payload per shipment. "Not only is it efficient, it is also sustainable," Zekovic says. "We are proud to be able to support local businesses and help them reduce their carbon footprint."

www.vandenbosch.com

Suttons, Nippon Gases partner in new HVO trial

As part of their long-standing relationship, Suttons Tankers and Nippon Gases UKI, part of Nippon Sanso Holdings Corporation, have embarked on a three-month hydrotreated vegetable oil (HVO) trial.

This collaboration aims to reduce carbon emissions within Nippon Gases' logistics operations.

Last year, Suttons Tankers trialed HVO fuel across a selection of its fleet, achieving an 80 percent reduction in carbon emissions. Building on this experience, Suttons Tankers and Nippon Gases UKI are now working together to understand the potential benefits of HVO in their operations.

HVO is a renewable fuel made from used cooking oil and waste feedstocks, offering up to a 90 percent reduction in greenhouse gas emissions compared with traditional diesel. Suttons is using HVO certified by Zemo Partnership, with the sustainability of the feedstocks and supply chain certified by the International Sustainability and Carbon Certification (ISCC).

During the trial, a selected fleet of Suttons Tankers' vehicles based in Stockton and dedicated to Nippon Gases will operate on a blend of HVO, with performance data being gathered to assess the impact on fuel efficiency and emissions reduction. The first month of the trial with Nippon Gases has already resulted in an emission reduction of 87 tonnes.

Rajat Bhardwaj, ESG Manager at Suttons Tankers, commented: "This trial builds on our previous success with HVO, and we are eager to see how it continues to reduce emissions. The initial results are promising, and we're committed to finding sustainable solutions for our customers."

Joanne Rawlinson, supply chain manager at Nippon Gases UKI, added: "We are thrilled to partner with Suttons Tankers on this HVO fuel trial. This initiative aligns perfectly with our commitment to sustainability and reducing our carbon footprint. The early results are encouraging, and we look forward to exploring the long-term benefits of HVO fuel in our entire logistics operations."

Nippon Gases and Suttons Tankers recognise their responsibility to a sustainable future and are committed to exploring innovative solutions that contribute to reducing environmental impact.

The trial's outcomes will inform the potential for a wider roll-out of HVO across Suttons Tankers' Nippon Gases fleet, contributing to long-term sustainability goals.

www.suttonsgroup.com



During the trial, a selected fleet of Suttons Tankers' vehicles dedicated to Nippon Gases will operate on a blend of HVO

Raffles Germany head

Markus Kaifel has joined Raffles Lease as head of Raffles Lease Pte Ltd, Germany.

In his role he will manage the operations, strategy, business development and profitability of Raffles in Europe and the Americas. Kaifel, a German citizen, started his career, after successfully studying business management, with Lufthansa Cargo in 1999 in Frankfurt, before joining Seaco International Leasing in Hamburg as a regional director in 2008. Most recently he was director equipment services at Hoyer Group.

www.raffleslease.com

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WHEN IT MATTERS



Hoyer and Rappit are working together as one team to develop a scalable system enabled for artificial intelligence and big data

Rappit to develop future-ready TMS for Hoyer

Hoyer Group has selected Rappit, an enterprise software modernisation company, to build a next-generation transportation management system (TMS) powered by the Rappit Suite.

As a company built on tradition and a reputation for high-quality service, one of Hoyer's strategic objectives is the continuous improvement of processes to optimise services and ensure operational excellence, enabling the Hamburg-based logistics firm to provide better and more sustainable services to customers. To achieve this, the company's existing TMS systems will be replaced by a future-ready system that allows Hoyer to think ahead and maintain its leadership position in the industry.

In close collaboration with Hoyer, Rappit will work to realise a future-ready TMS on Google Cloud, powered by the Rappit Suite, consisting of Rappit Developer for high productivity coding, Rappit Composer for no-code apps & workflows, and Rappit Undoc for intelligent document processing.

Leveraging a user-centric approach and agile methodology, Hoyer and Rappit are working together as one team to develop a scalable system enabled for artificial intelligence and big data based on Google Cloud's technology.

The new TMS covers Hoyer's transport processes. Comprising more than 10 modules, including Masterdata, Equipment & Products, and Finance & Billing, the system integrates with more than 15 internal systems and will be used by 2,000 users across the globe.

"Hoyer made the strategic choice to go for a custom TMS because we want a differentiating system that fits our specific needs and unique selling points," said Björn Smidt, head of business systems, Hoyer Group. "In an ever-changing world we are strengthening our



The new TMS covers Hoyer's transport processes and comprises more than 10 modules

leadership position with an agile system supporting Hoyer's business."

Stefan Haverkock, Hoyer's director IT & digital, added: "We choose Rappit for its strong domain knowledge building multiple transportation management systems. Rappit has a proven application development suite for building business-critical systems, and Hoyer is seeking opportunities to strengthen its position as a digital pioneer and deliver even more value to our customers."

Rappit CEO Ardjan Baan, CEO said realising an intelligent TMS on Google Cloud would be unique in the industry. "Based on our experience with application modernisation for logistics companies, we are not just replacing their legacy systems but continuously looking for ways to make their operations smarter by applying innovations such as artificial intelligence."

www.hoyer-group.com

AEO for Leschaco Indonesia

PT Leschaco Logistic Indonesia recently received the valuable AEO (authorised economic operator) certification. The company said it highlights Leschaco's dedication to delivering reliable and high-quality logistics services worldwide.

Acquiring AEO certification shows the recipient company is a trusted partner for customs clearance in international trade. Indonesia has over 1,000 registered freight forwarding companies, but just 166 of them are AEO certified and able to help their customers simplify and speed customs clearance.

"This recognition places us at the forefront of operational excellence, safety and security aspects in the industry, reinforcing our commitment to delivering high-quality service," said Holger Albrecht, managing director of Leschaco Indonesia. "We are committed to continuing to provide exceptional service while maintaining the highest standards of performance, including consideration of the highest levels of safety and security."

The process of becoming an AEO certified freight forwarder involves meeting high standards and criteria, such as compliance with customs legislation, appropriate record-keeping, financial solvency, and proven competence in security measures. After the application is submitted and approved, the AEO status granted is recognised across all EU member states.

Achieving AEO certification is a step in the direction of streamlined and reliable logistics and supply chain solutions for Leschaco customers, the company added. It fosters close co-operation with customs authorities and leads to better planning, customer service, and reduced delays and costs.

The AEO concept is based on the SAFE Framework of the World Customs Organisation (WCO) and is the globally uniform standard which, in addition to the introduction of security standards, is intended to simplify trade significantly.

In many respects, the US C-TPAT programme is cited as the inspiration for the SAFE framework. Another example is the 'Authorised Economic Operator Programme' of the European Union, whose AEO status has been awarded since 2008. Open to all, economic operators voluntarily fulfil a variety of criteria, working closely with customs authorities to ensure the common goal of supply chain security and offer benefits to economic operators.

www.leschaco.com



The AEO concept is based on the SAFE Framework of the World Customs Organisation

CIMC's promising second half

CIMC's energy, chemical, and liquid food equipment business achieved first half revenue of RMB12.121 billion, up slightly on the same period last year (RMB11.388 billion), and net profits of RMB242 million against RMB435 million.

CIMC Enric registered revenue of RMB11.48 billion (H1 2023 RMB10.76 billion), representing a year-on-year increase of 6.7 percent. Newly signed orders amounted to RMB16.4 billion (RMB12.67 billion), up 29.5 percent, while orders on hand as of the end of June amounted to RMB29.35 billion (RMB20.6 billion), representing a significant year-on-year increase of 42.5 percent, reaching a record high.

The clean energy segment saw steady revenue growth, with strong demand for LNG storage and transport equipment, as well as LNG on-vehicle cylinders. The small and medium-sized liquefied gas carriers market remained highly prosperous. In the hydrogen energy field, CIMC successfully acquired the core assets of Beijing Zhonglian Sheng during the period and won the bid for China's largest ammonia, hydrogen, and alcohol tank project.

In the chemical and environment segment, its tank container global market share remained number one and demonstrated resilient development. In the liquid food segment, it actively responded to market changes and seized growth opportunities in the domestic liquor market, winning bids for multiple liquor projects.

www.cimc.com





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Investment drives sustainability at TGL Logistics

Bulk Distributor spoke to Cemil Can Yalçın, deputy general manager of TGL Logistics, on the company's European investments and sustainability goals

What strategy are you following for your investments in Europe? How are you managing this expansion?

Initially, we started with domestic transport activities, but today we have an extensive logistics network in Turkey and Europe. With our fleet of more than 300 owned vehicles and various services such as tank cleaning stations, intermodal transport and tank container depot, we provide logistics solutions to many sectors. We specialise in bulk chemical transport and strive to offer the best solutions to our customers by both land and sea.

Through the establishment of TGL RO in Romania, we gained the opportunity to manage our operations in Europe more effectively. Our new office in Braşov has allowed us to expand our logistics activities in Europe.

How does sustainability play a role in your operations in Europe? What steps are you taking regarding environmental awareness?

Sustainability is one of the most important issues we focus on at TGL. Operating in a market like Europe, where environmental sensitivity standards are high, has shown us that we need to increase our investments in this area. We have made sustainability a priority in the management of our fleet and our operational processes. In addition, thanks to our environmentally friendly practices, we have been awarded the 'Green Logistics Certificate'.

In terms of tyre management, through our strategic partnership with Prometeon, we are implementing solutions that extend the life of our tyres. This not only reduces our costs but also minimises our environmental impact. One of the key ways to compete in Europe is to implement such innovative and sustainable solutions. With the new trailers we've purchased from Tirsan, we have rejuvenated our fleet, making our operations more efficient and thus minimising our carbon footprint.

In our European operations, we are continually improving these kinds of environmentally friendly practices. Together with our office in Romania, we have found the opportunity to expand these sustainability strategies over a wider geography. In the region, we are developing solutions that both increase efficiency and provide services without harming the environment.

What steps are you taking to remain competitive in the European market? What role does the Romania office play in this process?

To remain competitive in Europe, we follow a customer-centric strategy. The ability to respond quickly and effectively to our customers' needs gives us a competitive edge. Our TGL RO office in Romania plays a key role by bringing us closer to our European customers. This proximity allows us to manage operations more effectively and better understand our customers' logistics needs.

In industries like the chemical sector, where timely deliveries and sensitive transport are essential, our Romanian office has helped us



Cemil Can Yalçın

increase customer satisfaction. Investments in this region not only increase speed and efficiency but also optimise operational costs. Located near key logistics corridors, our office in Romania enables us to streamline transport processes and deliver faster service to customers.

Could you provide information about your fleet investments? How do you manage your fleet in the European market?

We continuously renew and expand our fleet, focusing on modernisation and environmental sustainability. Recently, we made a significant investment of 350 million Turkish lira by purchasing 74 Ford Trucks brand vehicles.

The vehicles we purchased from Tirsan, known for their fuel efficiency and compliance with ADR standards, have been key contributors to our sustainability goals. With these investments, we can provide faster, more reliable, and environmentally friendly services to our customers.

Fleet management, an essential part of our European investments, is approached with a sustainable mindset. We not only focus on our vehicles but also on their maintenance and tire management processes to ensure long-term sustainability.

Lastly, the high-standard services we provide in hazardous material transport, especially within the chemical sector, remain one of our greatest advantages in Europe. With our SQAS and ADR-certified vehicles, we uphold the highest standards in safety and quality when transporting hazardous and non-hazardous goods alike. We have obtained SQAS certification for both cleaning and logistics, which further solidifies our commitment to safety. Through our Romanian office, we plan to expand these services across Europe, continuing to provide top-tier logistics solutions.

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Home and away – South Coast’s expanding portfolio

Founded in 1975, South Coast Logistics has firmly established itself as a specialised logistics company serving a diverse range of industries in Ireland, including the food sector, pharmaceuticals, petrochemicals, and dry loads.

The family-owned business, now into the second generation, operates from its Fermoy headquarters in picturesque County Cork.

The company has also embraced expansion, with offices in Poland and Croatia, enhancing its European presence. Back home, it has established satellite facilities near the ports of Dublin and Cork for maximum convenience.

South Coast Logistics’ latest initiative is a “groundbreaking” Inland Port Terminal at Ballycoolin, Dublin, for which it has secured planning permission.

This state-of-the-art facility is the first of its kind in Ireland, the company says, and will operate as an Upper Tier Seveso site, regulated by the Health & Safety Authority (HSA).

The terminal will offer a comprehensive range of services, including storage for over 220 laden and empty TEU, tank container lifting, washing, heating, repair, maintenance, and logistical support — all within a single, fully integrated and regulated site.

“Given Ireland’s status as an island nation, we face unique challenges such as reliance on shipping schedules, weather disruptions, and customs complexities,” explained commercial director Richie O’Flynn.

“The new Inland Port Terminal allows our customers, including tank container operators and multinational companies, to adopt a proactive approach to stock management, ensuring consistent production and business continuity. This development solidifies South Coast’s role as the leading versatile and dedicated multi-faceted service provider in Ireland.”

Within Ireland, the Fermoy headquarters is home to a fleet of 45 vehicles servicing the South-West of the country, as well as the Cork Inland Port Terminal (CIPT).

Some 15 trucks service the North-East of the country out of Dublin, as well as hosting truck, tank and container maintenance facilities.



South Coast has secured planning permission for a new Inland Port Terminal at Ballycoolin, Dublin

South-West Ireland is served by around 15 trucks based in Cork City, while Galway is home to a fleet of four trucks servicing the North-West of the country.

International presence

South Coast’s Poland office is situated in Oleśnica, a town in Lower Silesia, near the business hub of Wrocław. Oleśnica enjoys direct access to major international roadways, including the S8, A4, and S5, as well as good rail links. This positioning provides the company with connectivity to industry giants such as Pannattoni, Amazon, Pepsi, LG, Nestle, and Cargill, along with access to neighbouring EU nations.

In Croatia, the company has a presence in Varazdin, a city in the northern region of the country. This location boasts proximity to key European destinations, with Hungary less than 50km away, Austria 100km, and Italy within 250km reach. Varazdin serves as a hub for multinational firms such as Wolfsdorf Components, Calzedonia Croatia, Ducati Konponenti, Knauf Insulation, Boxmark Leather, as well as prominent Croatian corporations like Vindija, Koka, and Varteks.

South Coast Logistics provides a wide array of services for bulk logistics. With more than 80 vehicles and over 350 tanker chassis of all types

equipped with compressors, discharge pumps/ hoses, and tipping options, South Coast carries out over 17,500 movements each year.

It offers equipment hire options, so customer operations run smoothly and the tanks they keep in stock are positioned according to production needs.

Waste management is a specialised field in which South Coast Logistics excels.

Efficient and safe transport of ADR and non-regulated chemical waste is a crucial aspect of responsible care and South Coast provides top-tier chemical waste transport services that adhere to the highest environmental and safety standards. The company’s fleet allows it to offer chassis hire to waste management companies and production sites, allowing them to optimise yard operations



The company provides a wide array of services for bulk logistics

and move tanks efficiently without any delay.

On top of this South Coast has a fleet of dedicated dry load transport vehicles equipped to handle a wide range of food products, including grains, flour, sugar, spices, and so on. Besides transport services, it offers a wide range of equipment for hire like specialised chassis for dry bulk load deliveries.

South Coast also offers flexitank logistics services including, flexitank purchasing, expert loading and unloading to prevent product contamination. The company complies with international regulations and safety standards and can carry out disposal of used flexitanks locally in Ireland. Specialised equipment for flexitank deliveries can be hired.

www.southcoast.ie



NewPort chooses Van Moer

NewPort Tank Containers has selected Van Moer Logistics to provide supply chain services in Antwerp.

Van Moer offers a range of service for tank container logistics, including storage, heating and chilling, repair and modifications, and cleaning.

The partnership leverages Van Moer’s ‘The Perfect Flow’ solution, which consolidates

services at a single location. The company claims this integration results in a significant reduction in transport costs and emissions.

The Antwerp site includes a fully automated filling installation to transfer both toxic and non-toxic liquids from tank containers to IBCs and drums.

www.vanmoer.com





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www.hpfreightways.co.uk | www.tankclean.org



Keeping the tanks heated

French company **Transports Jontrans** understands the importance of keeping products at the ideal temperature, even in transit.

For this reason, Jontrans has been making customers aware of its tank container heating service, designed to ensure that goods arrive at their destination in the best possible conditions.

Modern heating equipment guarantees a constant and controlled temperature. Thanks to Jontrans' advanced technology, the company says it can ensure that products remain at the necessary temperature throughout the journey, thus avoiding any risk of deterioration.



The Jontrans heating equipment is inspected and prepared, then the tank is connected to the system to reach the desired temperature

Efficiency is also key. Jontrans reduces waiting times thanks to rapid and uniform heating. Its systems are designed to reach the desired temperature in record time, which optimizes delivery times and maintains the cold or hot chain without interruption.

Safety is a priority. The company complies with the strictest safety standards to protect products. Rigorous protocols and regular inspections ensure that the equipment operates perfectly and without risk to cargoes.

Jontrans says concrete benefits flow for client operations. By maintaining an optimal temperature, the process preserves the quality and integrity of products, whether they are food, chemicals or any other type of temperature-sensitive goods.

Moreover, by avoiding temperature variations, the risk of loss and damage is reduced, ensuring that products arrive in perfect condition.

Finally, the reheating service enables customers to plan shipments with greater precision and flexibility, knowing that the products will always be maintained at the right temperature.

The heating process offered by follows six simple steps. First, a team of operatives receives each container into a dedicated area at the firm's site at Saint Fons, in Lyon's 'chemical valley'.

Second, the heating equipment is inspected and prepared, then the tank is connected to the heating system to reach the desired temperature. After this, the temperature is continuously monitored to make sure it remains stable, then once this is achieved, the tank is disconnected and made ready for delivery.

Finally, Jontrans can carry out the transport to the final destination, all the while maintaining the require temperature.

www.transports-jontrans.fr

Super Scania's for Overmeer

Dutch tank specialist **Overmeer Logistics** recently put nine new Scania 420S and a Scania 530S V8 into service as 4x2 ADR approved tractors.

The trucks are not just for Overmeer. Some will be used by Bok Transport and TSL, both part of the Overmeer Group.

With more than a hundred vehicles of its own, the family-owned business is a large player in tank transport. It originates from a management buyout that Hans Michels conducted more than 20 years ago. The company provides a versatile range of services, including its own depot where they provide tank cleaning, repair and heating services for tank containers. Furthermore, the company is a specialist in the transport of liquids with flexitanks, where it offers a total package for the pre- and post-transport.

The new Scania's that Overmeer is now getting are to replace older vehicles in the fleet. "We have a mixed fleet of trucks of around 100 vehicles and with this addition we will have a total of 24 Scania's. But the 10 trucks that are now leaving also include other brands. So, the total number of Scania's has increased slightly in recent months," said owner director Jeffrey Michels.

"The fact that we drive with multiple brands is partly due to the contact with dealers and the quality of the workshop, but also partly to the driver's choice. We have quite a few who really prefer to drive a Scania. But sometimes there is another reason. The one V8 I bought now is an anniversary gift for a driver who has been with us for a long time. He has always driven a different brand. But when he was given the choice, he wanted a V8 at least once in his life.

"The three parts of our company, Overmeer Transport, Bok Transport and TSL, each have their own focus," added Michels. "Overmeer Transport's core business is pulling tank containers and flexitanks. A typical day there often starts at our depot with setting up a tank container, loading it at, for example, Shell and delivering it to a deep sea terminal. A lot of work that always starts or ends in the ports of Rotterdam and Antwerp, where we drive around 90,000km a year. Bok Transport, which we took over in 2019, is much more involved in the distribution of liquid fertilisers and drives to the yards of customers in agriculture and horticulture. And TSL, which has been part of our group for three years, is the department that makes the real international kilometres; although we limit that as much as possible to distances of around 700km around Rotterdam."

Jeffrey Michels always opts for the combination of a large, spacious cabin with normal engine power. "The previous Scania's that we bought five years ago had 410hp. The new ones are now 420. That doesn't seem excessive, but from all the data that Scania provides us about the load on the engine, I can see that the combination of power and consumption is more than sufficient in our working area. And in the 420S, the new Super engine with overhead camshafts is coupled to the new gearbox and the further optimised driveline. That should do even better."

Overmeer consciously goes for a richly equipped cabin. "A large cabin with a flat floor, such as the S-cab from Scania, at least gives our driver some real space. We also always provide a leather interior, a cupboard wall, microwave, refrigerator and stationary cooling. That is of course a luxury, but on the other hand I know for sure that the drivers are not immediately distraught if they have to stand over somewhere along the way, because experience shows that (truck parks) are often not the most inspiring parking places everywhere in Europe."

www.overmeer-logistics.com



The new Scania's that Overmeer is now getting are to replace older vehicles in the fleet



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Groendyke to acquire Linden from DCI

New Jersey-based tank transport firm Linden Bulk Transportation (LBT) is being bought by Groendyke Transport, Inc., a tank carrier based in Enid, Oklahoma.

Groendyke reached a deal to acquire LBT from Depot Connect International (DCI), the umbrella company for tank wash depot operators Boasso Global and Quala. The agreement was expected to close late September.

The acquisition will expand Groendyke's operations to Ohio, Pennsylvania, and New Jersey, and solidify its presence in the US Gulf.

"We are excited to bring the folks at Linden Bulk into the Groendyke family," said Groendyke CEO Greg Hodgen. "We can't wait to show them

a big welcome and add them to our very strong team."

Founded in 1982, LBT has seven locations in six states. It was family owned until logistics company Odyssey bought it in 2016. Odyssey then sold LBT to specialist Boasso in April 2023, only two months after Boasso and Quala revealed their plans to combine operations under private-equity group KKR. Boasso and Quala—which bought PSC in 2022 — officially merged as DCI in October 2023.

However, Groendyke will not take on LBT's tank container depot, the largest in New Jersey. The deal does include all of Linden's tank truck assets — about 250 tractors and 550 tank trailers as of

October 2023 — and truck terminals in Linden; Bensalem, Pennsylvania; Pasadena, Texas; St Gabriel, Louisiana; and Cincinnati, Ohio.

Linden also has truck operations in Granite City, Illinois, where Groendyke has a terminal.

On the closure of the transaction, Groendyke will have terminals in 18 states, including its first presence in the Northeast since 2015.

Groendyke adds LBT a few months after winning its record ninth National Tank Truck Carriers North American Safety Champion Award, given each year to the carrier with the best overall safety record and programme.

<https://groendyke.com>

Depot Connect names new CEO

Christopher Synek has succeeded Scott Harrison, as CEO of Depot Connect

Depot Connect International (DCI) was formed after the merger of Quala and Boasso Global. Synek also has also joined DCI's board of directors, the company reported.

Synek brings 35 years of experience as a senior executive in the logistics, transport, industrial, and environmental services industries. Previous jobs include serving as CEO of Neovia Logistics, a third-party logistics provider; North America president of transportation for XPO Logistics; and CEO of Tervita, an energy and environmental waste services company.

"We are thrilled to welcome Chris to DCI," said Dash Lane, DCI board member and partner at KKR, the private-equity firm that owns DCI. "Chris has impressive operational, commercial, and financial acumen, a strong customer-centric mindset, and deep experience taking a safety-first approach to leading companies in achieving their growth potential. He is the right leader for DCI as the company delivers on its commitment to be the leading one-stop solution for a comprehensive range of bulk liquids logistics, tank container, and transport services that empower the safe and efficient movement of essential products and meet the evolving needs of its global customers."

Synek will be based at DCI's headquarters in Tampa, Florida.

"With its global network, accomplished team, and unwavering commitment to best-in-class service, DCI is well-positioned to continue meeting the needs of customers across diverse business lines," Synek said. "These attributes, combined with DCI's commitment to environmental, health, and safety excellence, will continue to guide the company into its next chapter."

www.depotconnect.com

Founded in 1982, Linden was family owned until Odyssey bought it in 2016



The acquisition will expand Groendyke's operations to Ohio, Pennsylvania, and New Jersey, and solidify its presence in the US Gulf



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- **ISO Tank Container Survey**
- **Testing**
- **Repair**
- **ISO Tank Heating**
- **Chemical Warehousing** - Storage of IMDG class 3, 4.1, 6.1, 8, and 9
- **Decanting**
- **Cross-stuffing**
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ops.sohar@jts.ae

Klinge brings tank reefer tech to Thermo King

Trane Technologies and its Thermo King brand completed the acquisition of Klinge Corporation on 1 August.

Klinge is one of a handful of refrigeration technology companies that supply cooling systems and generator sets (gensets) for refrigerated containers (reefers).

Gensets keep the refrigeration system running even when disconnected from a power source, for example, while being carried by rail or road. These reefer systems allow fresh produce to be transported over thousands of kilometres enabling exporters to reach distant markets that would otherwise be largely unattainable.

The vast majority of these gensets are fitted to box-shaped marine containers. However, Klinge has also carved a niche in fitting them to tank containers, allowing bulk liquids to be kept at constant temperatures while in transit.

Klinge's products include both dedicated tank refrigeration and heating units, as well as hybrid systems that offer complete temperature control solutions. Its cooling systems work by circulating brine or synthetic oil around external cooling coils in the tank. Nominally, they have a stated cooling capacity of 32degF (0degC). However, all units can be customised and, depending on the tank details and the options selected, they can deliver advanced performance as necessary. Heater capacities range from 5 to 20 kW.

Of particular interest is Klinge's dual refrigeration system for tank containers. While a quality single-unit refrigerated tank container can



Klinge's dual refrigeration unit and genset

be highly effective for transporting temperature-sensitive cargo, Klinge explains that it may not have the necessary redundancies in place to protect the shipper in case of a power or temperature regulation failure.

Goods in industries such as pharmaceutical, chemical, meat and seafood, and the military are extremely volatile or high-value, so even a few degrees of temperature variance could have disastrous effects.

"If you are transporting chemicals or other sensitive or hazardous goods that could spoil or, worse yet, explode and/or release toxins

into the atmosphere if temperature conditions are not kept to precise levels, you do not want to rely on a single temperature control unit," Klinge points out on the company's website. "No matter how well a unit is constructed, it is impossible to predict everything that could happen over the course of transporting your shipment that could result in a temperature control failure."

If such a failure occurs, while the tank container is being transported by sea, for example, it may be difficult to get to them in time to stabilise their temperature before product integrity is compromised. This is where dual refrigeration comes in.

Klinge's dual refrigeration unit and genset is claimed to be the "perfect answer". Should the power or temperature fail in one unit, backups will immediately kick in, restoring the proper temperature until the shipper can get to the goods and they are safely delivered, or the problem can be corrected.

Furthermore, the dual refrigeration units are equipped with highly visible and audible alarm systems that are virtually impossible to miss. While the backup unit is kicking in to protect the cargo, someone along the supply chain will be alerted to the situation as quickly as possible, so the problem can be dealt with before any further ones occur.

Thermo King acknowledged the benefits that Klinge will bring to the table in a statement announcing the buyout.

"Klinge provides superior transport container solutions for various industries and is one of the world's leading providers of specialised ISO refrigerated containers," it read. "Klinge's portfolio includes container refrigeration units renowned for their ability to transport extremely temperature-sensitive goods that serve a variety of industries, including chemical, pharmaceutical, and food processing, among others."

www.thermoking.com

OPW launches new overflow monitoring system

OPW Engineered Systems has introduced the new 8800 series overflow and ground monitoring system.

The 8800 Series is an advanced solution for terminal operators that are looking to make their filling processes safer and more intuitive. It offers features that can be integrated into existing terminal-automation systems.

"Terminal operators are seeking solutions that optimise their loading processes," said David Jacobson, global product manager for OPW Engineered Systems. "The 8800 Series Monitoring System achieves this by using pictograms and LED lights to communicate the loading status quickly, regardless of language. Additionally, the 8870 model is engineered using the latest hardware and software technologies, providing advanced features that can be incorporated into today's terminal-automation systems."

The 8800 system uses state-of-the-art electronics and software technology, which are housed in a sleek cabinet that is up to half the size and weight of other monitor products. It also possesses an industry leading IP68 weatherproof rating. Three models are available for users to address overflow-prevention and ground-monitoring requirements:

The 8870 uses an industry-first OLED display and LED indicator lights for a simpler and intuitive loading process. The 8870 can be integrated into existing terminal-automation systems.

The 8851N uses easy-to-understand LED indicator lights to communicate ground and overflow status, which provides the driver with a simple, intuitive loading process.

Finally, the 8814 provides ground verification through a simple solution with intuitive LED indicator lights that easily communicate ground status to the driver

www.opwglobal.com



The 8800 system uses state-of-the-art electronics and software technology, which are housed in a sleek cabinet



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Samat adds GPS

Following a request from a customer, Samat's operation in Barendrecht, Netherlands, equipped its tank containers with a GPS device, allowing their position to be tracked and traced. The technology is now being rolled out across the logistics firm's fleet.

The device is the size of a brick and is mounted on the back of the container. The GPS is already used remotely by Samat's intermodal team at the company's international office.

Samat says it will allow for greater safety and optimal monitoring of flows.

"In the context of intermodal transport, we mainly work with third parties such as trucking, shipping and railway companies. It is therefore very important to track our equipment from the beginning to the end of its transport. This is done via our transport management system," the company stated.

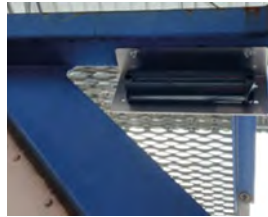
Samat International AB has also added a batch of new tank containers to its intermodal fleet.

These tanks are also equipped with GPS, plus a complete gangway and a handrail on the ground. The specification allows cargo to be traced more easily in order to guarantee better monitoring.

www.samat.com



Samat International also added a batch of new tank containers to its intermodal fleet



Samat's GPS device is the size of a brick

Award for Savvy 'Smart Bogie'

Savvy was honoured with third place at this year's Swiss Logistics Award Night.

Its solution - The 'Smart Bogie' - collects numerous data in real time during the journey via measuring sensors attached to the freight wagon. This data is evaluated intelligently and centrally using various algorithms. In case of anomalies in corresponding indicators, the system informs the relevant stakeholders if action is required.

The Swiss Logistics Award is organised by GS1 Switzerland. It is a prestigious award in the logistics industry that recognises Swiss companies for their outstanding achievements and innovations in logistics.

The event took place in Bern, where leading minds from the logistics industry came together to celebrate the latest developments and successes.

Selection and presentation of the award is carried out by the jury appointed by the GS1 Switzerland Board. It consists of experts and neutral representatives with a high level of expertise in related industry.

Synergy app

In addition, Savvy has created an app so that users can monitor freight, freight wagons and chemical containers anywhere in the world remotely.

With relaunch of the new Savvy Synergy App, the telematics company says it combines complex high-end functionality with state-of-the-art design and intuitive operation. This provides customers with a powerful solution for a wide range of applications that fits in the pocket: from classic tracking & tracing to global round-trip monitoring, automated damage management and remote control of a wide range of systems.

With Savvy Synergy App, users can access their fleet at any time via tablet or smartphone and get an overview of all relevant data in real time, such as information on the current location, temperature or pressure status of a load. An easy-to-use user interface and sleek design are incorporated. The app is based on the latest technology stack and can be used on both Android and iOS devices.

www.savvy-telematics.com



Savvy co-founder and CEO Aida Kaeser with the Swiss Logistics Award



The 'Smart Bogie' collects numerous data in real time during the journey via measuring sensors attached to the freight wagon

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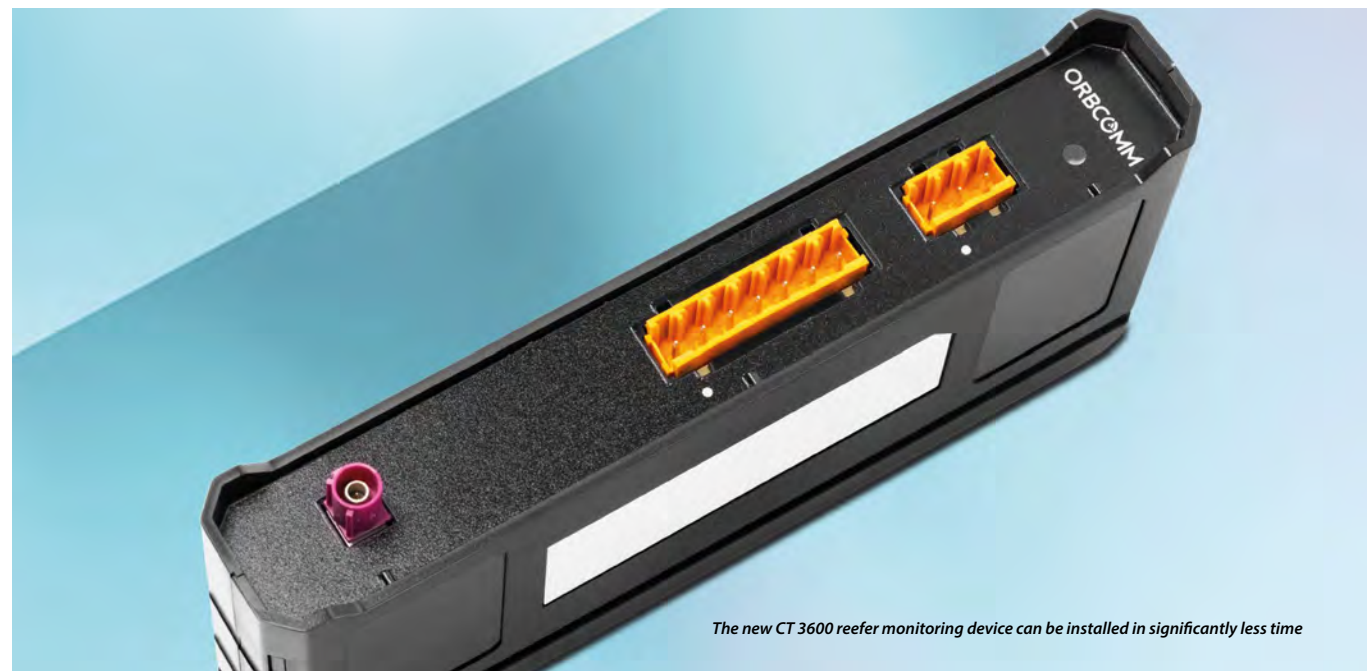
Next-gen reefer monitoring

Orbcomm's latest generation of its reefer container monitoring solution featuring the CT 3600 device, enables a new era of intelligent reefer management for shipping lines and container leasing companies, the company claims.

With reduced component requirements and installation support via an iOS and Android app, the solution has been streamlined to help simplify installation, deployment and management of reefer IoT applications. It features the new CT 3600 reefer monitoring device which can be installed in significantly less time than Orbcomm's previous solution and is quick to deploy without sacrificing performance and coverage.

"Maritime IoT deployments can be a challenging experience for shipping lines," explained Christian Allred, Orbcomm senior vice president and general manager of maritime logistics.

"There are complex technology stacks and the sheer device count of mass deployments to worry about, not to mention third-party installation costs. The CT 3600 — the most recent addition to our new reefer monitoring solution — makes building and managing an



The new CT 3600 reefer monitoring device can be installed in significantly less time

intelligent connected container fleet easier than ever."

The CT 3600 is installed in and cabled from the reefer controller cabinet without drilling to help avoid potential container damage, reduce third-party installation costs and deter device theft or tampering. It features a long-lasting internal rechargeable battery,

wireless Bluetooth sensor support, works with refrigerated containers from all four major OEMs and is compliant with DCSA interoperability standards.

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TrueTMS launches 'risk-free' tanker fleet programme

Transportation management system provider TrueTMS launched a risk-free programme for tanker fleets to implement cutting-edge technology over the summer.

The tanker sector of the trucking industry is accustomed to using outdated legacy TMS platforms, the company said. Software developers have traditionally not focused on solving unique operational challenges for fleets in this dynamic and rapidly evolving market.

In March, Melbourne, Florida based TrueTMS released TrueLiquid, a purpose-built extension of TrueTMS for tanker fleets. After a successful rollout, the company announced contract buy-outs and free implementation services that ease migration to a modern platform that streamlines and optimises fleet management.

"Tanker fleets using stagnant legacy systems are incurring daily opportunity costs from not scaling for growth and maximising efficiency," said George Thellman, director of business development and strategic relations at TrueTMS. "We're offering liquid bulk haulers an unbeatable opportunity to save money by upgrading to next-generation technology."

The programme includes potential contract buy-out options, making the transition to TrueLiquid more accessible. Qualified fleets will be eligible for substantial credits towards their TrueLiquid subscription, covering their costs for an agreed-upon period. This approach allows fleets to experience the benefits of the technology without the burden of overlapping contracts.

In addition to contract buy-out credits, TrueTMS is offering: free implementation services to ensure a smooth transition; waived data migration fees; a 'unique' referral programme where customers can earn additional subscription credits; and a 90-day satisfaction guarantee.

The exact terms and benefits may vary based on individual circumstances.

TrueLiquid couples core TrueTMS functionality with fleet management features, including a TrueCast module that accurately forecasts customer demand and tank inventories. The platform automates back-office and mobile workflows, simplifies data analytics, and expands system integrations.

TrueLiquid's cloud-native architecture plugs into existing systems. The flexible platform delivers innovations at no additional cost through frequent software updates tailored to user needs.

www.truetms.com



TrueTMS is offering liquid bulk haulers an opportunity to save money by upgrading to next-generation technology

DHL - driving sustainable bulk logistics

DHL has for decades been a household name as a global logistics integrator, most famous for its worldwide express parcels business.

But perhaps less known is that DHL has steadily become a major player in bulk logistics. DHL Ocean Bulk today offers a range of services for bulk shippers, first and foremost, bespoke in-house manufacturing of flexitanks and their component parts, supported by a global shipping network.

The flexitank offering is backed-up by DHL's own fleet of ISO tank containers, and the shipping of IBCs, drums, and dry bulk liners.

Bulk Distributor sat down with Andrew Watson, Head of DHL Ocean Bulk, and Commercial Director Chris Stockwell to find out more about the division's service offering, and crucially its drive towards creating sustainable supply chains.

BD. Could you provide a brief overview of DHL's activities in the bulk logistics market?

AW/CS. DHL Ocean Bulk is a product of DHL Global Forwarding specialising in bulk liquid transports. We provide containerised bulk solutions across flexitanks, our own foodgrade ISO tank fleet, chemical ISO tanks via partnerships, seabulk liners for dry cargo and cargo protection liners.

The business is an amalgamation of Hillebrand Bulk & Braid companies, the market leaders in offering innovative and integrated flexitank solutions on a global scale since 1984.

These activities are focused on three core verticals - chemicals, energy and food - where the flexitank is a suitable transport mode for non-dangerous liquid cargo.

In relation to bulk liquid logistics, what overall services does the group offer to customers?

We own five factories in Asia, Europe and Africa, and we source our flexitanks from these sites, including our PE film blowing site that ensures quality feedstocks for the manufacture of our suite of flexitanks. The portfolio includes single and multi-layer flexitanks, as well as a number of tailored solutions for various applications including barrier technology, temperature controlled, agitation, and high heat.

In addition to the flexitank itself, our specialised network has the capability to offer end to end transports including value added services for customs, storage, heating, transloading and equipment recovery.

How has the flexitank business performed in the past few years?

The flexitank market has continued to grow steadily in recent years offering a cost effective and readily available alternative to smaller packages and ISO tanks. While there has been volatility in the market, the availability of flexitanks has enabled customers to be agile and competitive in ensuring supply of materials.



The flexitank offering is backed-up by DHL's own fleet of ISO tank containers



DHL's flexitank solutions are focused on three core verticals - chemicals, energy and food



DHL owns five factories in Asia, Europe and Africa, and sources flexitanks from these sites

Can you provide some detail of what bulk liquids you are shipping on behalf of customers? The industries served, and to which markets?

The business is globally focused on the aforementioned verticals. Chemicals include petrochemicals, such as polyols, glycols, plasticisers, silicones, synthetic latex and oleochemicals like glycerine. Energy covers drilling fluids, muds, mineral oils and lubricants. Food grade includes edible oils and fats, syrups, juice concentrates and cocoa, which are all driven by the origination of such products.

What network benefits do you perceive from being part of the overall DHL group?

DHL Group enables a wider geographic reach to 190 countries with local presence. The logistics capabilities are endless with greater leverage in purchasing freight while there is also strong focus on further innovation and sustainability.

Could you provide some information on the group's digitisation investments and strategy.

DHL Global Forwarding has invested heavily in an array of tools focused on the customer experience, from our transport management system to MyDHLi as the key customer portal. There are also a number of specific tools looking at managing supply

chain disruptions and resilience.

Additionally, we are providing a systemised focus on sustainability by better informing customers of the climate impact of modality and fuel choices made on particular lanes.

How does the interaction work between DHL and Hillebrand Gori?

Hillebrand Gori remains the powerhouse in the beer, wine and spirits sector with a team of dedicated employees fully focused on serving this niche. DHL Ocean Bulk owns the assets and provides the technical support for Hillebrand Gori's bulk flexitank and ISO tank transports.

Transporting bulk liquids comes with unique challenges. What are you doing to ensure more sustainable and safer logistics for this sector?

On sustainability we have conducted a third party Life Cycle Analysis comparing flexitanks and ISO tanks with interesting findings across three scenarios, namely short, medium and long transits. At this year's EPCA Annual Meeting (7-10 October 2024, Berlin), we will be highlighting these findings to prompt further discussion with end customers.

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De Rijke fills 'em up with Feige

At De Rijke's warehouse in Botlek, Rotterdam, the company recently expanded the number of filling machines to seven, giving it a filling installation that is unique in the Netherlands.

The filling machines are used to fill drums and IBCs and prepare them for transport. Liquids to be filled are first delivered in bulk using tankers or tank containers. This frequently involves handling flammable, toxic, corrosive or otherwise hazardous liquids.

For De Rijke, it is critical to be able to decant products into smaller containers as safely and efficiently as possible and get them ready for onward shipment.

So, in 2016, De Rijke therefore installed the first Type 88 filling machines from manufacturer Feige. Additional filling machines from the same manufacturer followed in 2020 and 2023.

Each machine has multiple filling lances and works together with automatic palletisers. The entire set-up currently consists of seven different machines, including types 71, 84, 86 and 88. This enables De Rijke to process every conceivable type of chemical appropriately and speed up the logistical process.

Berry van Loon, COO at De Rijke, explained that with Feige Type 88 machines, the company can fill 125 drums each hour. This includes unscrewing drums, pre-rinsing with nitrogen, filling, sealing, placing them on pallets and preparing them for transport. The new Type 71 can fill a 1,000-litre IBC every two minutes.

Speed is important for two reasons. First, a higher turnover rate increases capacity, thus growing potential revenue. But the high filling speed offered by the Type 88 filling machine provides a second advantage.

"If you can fill an entire tanker into barrels within an hour, the driver can just wait for it," says Van Loon. "You hitch up the tanker truck, drink a cup of coffee and can get back on the road. With slower machines, the driver might have to leave his tanker vehicle and pick it up later. Feige's faster machines allowed us to take that step out of the process."

To ensure maximum safety and environmental protection, the

latest filling machines operate on a 'closed cabinet' basis, where the liquid is put into the drums or IBCs in a completely sealed environment, such that personnel do not come into contact with the liquid or product vapour at all. All operations on and around the drums and IBCs automatic.

"We are the only processor in the Netherlands that operates 100 percent closed for all filling machines in which hazardous substances are processed," Van Loon added.

These safety and environmental aspects were the deciding factors for De Rijke to continue opting for Feige equipment.

A further practical advantage of a closed system is that the extraction and processing of product fumes can be properly controlled. Indeed, that vapour also remains within the closed system, which allows controlled vapour extraction and processing.

De Rijke has been using Feige machines for many years, so the new installations were not unfamiliar territory, while uniform operation also contributes to safety. But even for companies with no previous experience, Feige says its filling machines are easy to install, user-friendly and easy to maintain.

<https://derijke.com>



The Type 71 can fill a 1,000-litre IBC every two minutes



The latest Feige filling machines at De Rijke operate on a 'closed cabinet' basis



Mauser's Infinity Series product range provides brands with sustainable packaging solutions

Mauser expands in South Africa

Mauser Packaging Solutions has acquired a business in Pinetown, Kwa-Zulu Natal, South Africa, that manufactures, sells and supplies plastic drums, including large rigid types.

The business was initially owned by Nampak Products Ltd and sold to Eliptotime, which has in turn on-sold the business to Mauser. The transaction closed on 1 August.

With this acquisition, Mauser says it is extending its existing production capacities and footprint in South Africa and can offer full-service solutions from five different manufacturing and reconditioning facilities.

"This investment underscores our ongoing commitment to expanding our presence in this region and growing with our customers by delivering sustainable packaging solutions with unparalleled quality and customer service," said Michael Steubing, president of Mauser's international packaging business unit.

Peter Lucht, Mauser's general manager in South Africa, added: "We are proud to expand our plastic capacity and portfolio. This acquisition enables us to offer our customers even greater security of supply and an enhanced portfolio of products."

The new site produces UN-certified, tight-head and open-head plastic drums for use in the petrochemical, lubricant, ethanol, chemical, coatings, mining, and food industries. The facility holds ISO 9001 and ISO 14001 certifications, combining quality management and continual improvement with environmentally responsible practices to demonstrate operational excellence and the ability to deliver high-quality packaging solutions, including Mauser's Infinity Series product range.

The Infinity Series provides brands with sustainable packaging solutions that meet strict performance requirements while incorporating post-consumer resin (PCR), reducing carbon emissions, and diverting waste from landfills.

Mauser's Recolene PCR material is manufactured in-house from empty industrial packaging that has been collected through the company's Recover Syst-M programme and reached the end of its usable life. The use of Recolene reduces industrial waste, conserves raw materials, reduces greenhouse gas emissions and meets the growing demand for sustainable industrial packaging.

In addition to manufacturing plastic drums, Mauser Packaging Solutions also manufactures IBCs and provides reconditioning services for plastic drums and IBCs. The company maintains a level 4 Contributor B-BBEE Status and was the first reconditioner in South Africa to achieve ISO 45001 compliance, the occupational health and safety management standard.

<https://mauserpackaging.com>



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Go for a green lifecycle

In the packaging industry especially, sustainability is a factor that is rapidly gaining in importance and is serving to define new requirements for everyone involved in the supply chain.

Schütz has responded to these needs by developing a Green Lifecycle Management programme comprising a package of measures that deliver an effective recycling system.

The company is optimising the entire life cycle of its packaging to achieve maximum eco-friendliness – and is actively encouraging customers to take part.

For Schütz, progress means constantly reducing the carbon footprint of its packaging. As the next step, the company has launched the Green Lifecycle Management scheme, which is based on three pillars: the efficient use of scarce and increasingly expensive resources, the global collection and reconditioning of industrial packaging and the environmentally friendly recycling of plastics.

Technical progress, research and process development are the key to developing efficient packaging solutions and optimising their carbon footprint, the packaging company says. For example, every gramme of weight saved reduces emissions and helps to minimise the use of natural resources.

One of the best examples for this resource efficiency is Schütz's Ecobulk range. Featuring an inner bottle made of HDPE, a steel grid and a pallet made of plastic or steel, the modular design makes it easy to replace components and recycle materials by type.

Thanks to a high level of vertical integration and full in-house production, Schütz can fine-tune the optimisation of each individual component. As a result, the weight of the IBC has been gradually reduced within the space of only a few years, while at the same time improving performance.

By saving on raw materials alone, Schütz says it reduces its direct CO₂ emissions by 120,000 tonnes a year. With the Recobulk series, Schütz offers reconditioned IBCs that have the same quality and approval as a new IBC, thus saving up to 100 kg of CO₂ per cycle.

Ticket to ride

The Schütz Ticket Service is an important element in the replacement and reconditioning of IBCs. The worldwide collection of emptied, used IBCs is simple, fast and usually free of charge. The industrial packaging manufacturer currently maintains a network of 60 production and service locations, ensuring that it is close to customers and emptiers around the world. Based on this principle of short distances and software-supported route optimisation, Schütz can guarantee low-CO₂ transport. And by returning IBCs through the Schütz Ticket Service, customers themselves are making an active contribution to environmental protection.

In a process developed by Schütz, the collected, used packaging is analysed using state-of-the-art AI and 3D scanning technology. The data gathered on the condition of the container and the filling product it contained is used to ensure that each container is optimally reconditioned. The AI application draws on an internal database of 400,000 different filling products. This preselection is used to determine which further process steps are necessary.

The collected packaging then undergoes a complex reconditioning process: the inner bottle of the IBC is replaced, the steel grid and



The Schütz Green Layer product line uses high-quality recycled material to make IBC inner bottles, jerrycans and drum bodies. Photo: Schütz

pallet are cleaned and repaired, if necessary, so that they can be reused for several more packaging cycles. Anything unsuitable for direct reuse is sent to the company headquarters in Selters for recycling.

In this way, Schütz always has full control over the quality of the packaging being recycled and can create a closed material cycle. The more empty packaging that is returned to Schütz, the greater the supply security. This emphasises how important it is for every IBC user to feed their empty packaging back into the cycle.

At the in-house recycling centre in Selters, the HDPE material is shredded, cleaned and then processed in a range of mechanical preliminary stages to produce high-quality, odourless and homogeneous recycled pellets. Thanks to pioneering technology, even heavily contaminated material can be processed.

These regranulated pellets are reused to make new packaging components such as pallets, corner guards or components such as

flaps or acid protectors. While the use of recycled material has a long tradition at Schütz, the proportion of recycled material has been taken to a new high in Green Layer packaging.

The middle layers of the IBC inner bottles, jerrycans and plastic drums are made using 30 percent high-quality, natural-coloured recyclate. The inner and outer layers are made from new HDPE, meaning that the environment and the filling product still only come into direct contact with virgin material. If a customer also opts for a pallet and plastic corner guards, this takes the volume of recycled material in a Green Layer IBC to as much as 70 percent.

The use of recyclate enables additional CO₂ savings of 6.8kg per IBC and up to 3.8kg per drum. Schütz Green Layer packaging is suitable for a wide variety of applications and is optionally available with hazardous goods approval.

www.schuetz.net

New Greif IBC site in Malaysia

Greif, Inc has opened a new facility in Pasir Gudang, Johor, Malaysia.

The site manufactures IBCs for used in industries such as food, chemicals, lubricants, flavours, and fragrances.

"We are excited to open our new facility in Pasir Gudang," said Ole Rosgaard, president and CEO of Greif. "This location was strategically chosen for its robust infrastructure and proximity to key customers, and our investment here amplifies our confidence in

Johor's economic potential. I am pleased that this facility will not only enhance our production capabilities but also contribute to the region's growth by creating new job opportunities."

The new facility uses advanced manufacturing technologies, including blow moulding and cage line technologies, to ensure production meets Greif's quality and sustainability standards.

www.greif.com

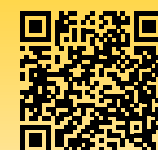


At Schütz's recycling centre in Selters, used material is turned into regranulate which is reused for the production of new packaging components. Photo: Schütz



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Hupac calls again for Left Bank alternative

Combined transport operator Hupac has reiterated its call for alternative north-south routes via France.

During the full closure of the Rhine Valley railway during the holiday month of August, the diesel shuttle along the route on the left bank of the Rhine performed well, Hupac said.

The initiative showed that in order to ensure the stability and reliability of combined transport on the north-south axis in the long term, it is necessary to expand rail lines on the left bank of the Rhine in France.

Around 20 freight trains a day through Alsace could be offered during the full closure of the Rhine Valley railway in August 2024. This was made possible by setting up a shuttle service with diesel locomotives on the non-electrified Wörth-Lauterbourg-Strasbourg-Offenburg line.

"A ground-breaking concept, which overcame numerous technical and administrative hurdles thanks to a committed Franco-German-Swiss co-operation," said Hupac CEO Michail Stahlhut, commenting on the project. "Thanks to this initiative, we were able to prevent a collapse in industrial supply, as we experienced with the accident in Rastatt in 2017."

Positive performance

For Hupac's combined transport operations, the result of the three-week closure was positive. The holiday-related low volume of traffic



The diesel shuttle through Alsace during August performed well, Hupac said

was largely handled via the 4m corridor via Alsace and via the Gäubahn with a reduced profile. The weak point of the diversion via France proved to be the low capacity at the transfer points, which led to congestion in the event of traffic disruptions. In addition, the diversion route reached its capacity limit towards the end of the

month as volumes increased.

Overall, however, the importance of the diversion via France cannot be overestimated. The project initiators - SBB Cargo International, Captrain France, DB InfraGo and SNCF Réseau - invested almost three years in the conception and preparation of the project. Together they were able to find market-oriented solutions and prevent a shift back to road.

"Now we have to build on this pioneering achievement and include the French access routes to the NEAT in the Swiss modal shift policy. The upgrading of the NEAT feeder line Belgium-Metz-Strasbourg-Basel to the 4m corridor is a top priority," said Hans-Jörg Bertschi, chairman of the board of directors of Hupac.

The modal shift of transalpine traffic to rail has been at a standstill for several years. "The limited capacity of the German rail network is responsible for this stagnation in Switzerland's modal shift policy. This is the bottleneck of the current NEAT system," added Bertschi. The planned corridor renovations in Germany, involving the closure of main lines for several months, will aggravate the situation until after 2030.

A further shift of Alpine transit traffic through Switzerland to rail therefore presupposes that the Belgium-Metz-Strasbourg-Basel axis on the left bank of the Rhine is upgraded to the 4m corridor, Hupac maintains. Traffic from Belgium and the southern Netherlands, which currently travels through Germany, could then take the 110km shorter route through France.

"In view of the decades-long backlog in the development of the rail axis on the right bank of the Rhine, increasing traffic via France is the only option to prevent stagnation or even a reversal in the modal shift policy," Bertschi stressed. It is in the interest of Swiss transport policy to initiate the necessary expansion of the corresponding tunnel profiles through the Vosges mountains with targeted investment subsidies in France, as has been successfully achieved in Italy.

A motion to this effect by the National Council's Transport Committee was passed by the National Council in June 2024 and will be discussed by the Council of States in September.

The positive experience with the diversion traffic through Alsace is motivating Hupac to expand transport on the left bank of the Rhine. "From 2025 we are planning container transit trains with a suitable profile via France, even if this is not yet possible with 4m semi-trailers and involves additional costs," said Stahlhut.

Hupac is thus creating an alternative to the tense situation in Germany, where corridor renovations with complete closures for months are putting a considerable strain on capacities.

"We are delighted that SBB Cargo International is proactively supporting efforts to eliminate bottlenecks in the NEAT system by founding a subsidiary in France," Bertschi stated. The development of new services on the left bank of the Rhine through France is also an important signal to SNCF Réseau with regard to the necessary extensions to the tunnel profile.

After the negative development of the previous year, traffic volumes on Hupac Group's network have stabilised. A slight increase of 0.4 percent was recorded in transalpine traffic through Switzerland in the first six months of the year.

The traffic losses due to the closure of Rastatt were moderate and did not have a significant impact on the result. Hupac transported a total of 494,000 road consignments in the first half of the year, which corresponds to a decline of 2.8 percent compared with the previous year.

Maritime hinterland traffic in Germany and transalpine traffic via Austria and France developed negatively.

"The transport results are in line with our expectations," said Stahlhut. "We assume that we will be able to maintain a stable level in the coming months and even grow in some areas, for example in the Benelux market."

www.hupac.com

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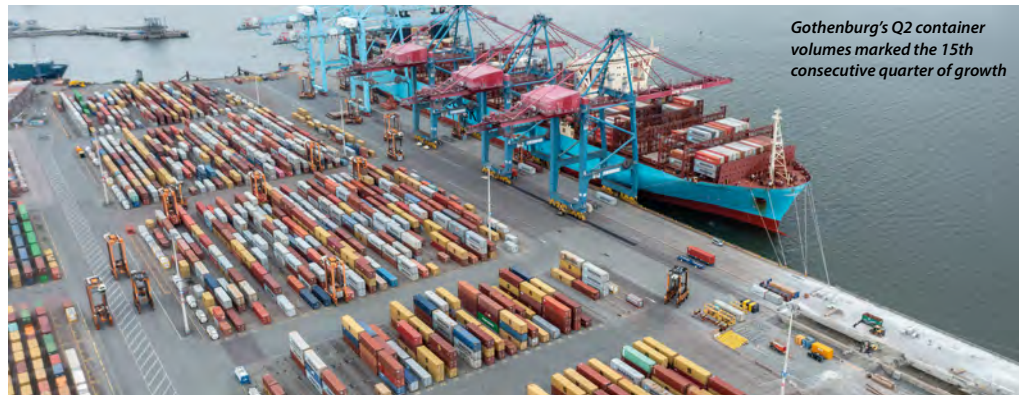
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Gothenburg's Q2 container volumes marked the 15th consecutive quarter of growth

Gothenburg container volumes up

More containers were handled at Sweden's Port of Gothenburg in 2023 than ever before.

The figures indicate that the port is currently on track for yet another record-high year for container volumes. At the same time, other cargoes show signs of an unstable economic climate.

The first half of the year saw a 5 percent increase in box throughput, reaching 467,000 TEU.

Notably, the upward trend in import volumes observed during the first quarter is continuing.

"The signals we received from the market earlier this year regarding increased purchasing power and demand have proven to be accurate. Export volumes are also continuing to rise, partly due to

the Swedish forest industry expanding its exports via Gothenburg," said Claes Sundmark, vice-president of sales at port authority.

The second quarter of 2024 marked the 15th consecutive quarter of growth in the port's total container volumes, representing a steady increase since the third quarter of 2020.

The number of containers transported to and from the port by rail has surged, with a growth of 6 percent over the first half of the year. This is attributed to a combination of growing volumes at existing destinations across the country, along with the addition of several new destinations to the port's rail network.

www.portofgothenburg.com

ExxonMobil picks Stolthaven as key UK hub

Stolthaven Terminals' Dagenham (UK) facility is to serve as a new supply terminal for ExxonMobil Basestocks.

This will allow ExxonMobil to expand its service to meet customer demand for base oils, essential for the manufacturing of products including lubricating greases, motor oil and metal processing fluids.

Through the long-term tank rental agreement, Stolthaven Dagenham, which is located on the River Thames, 15 miles from Central London, will provide a key distribution and storage hub, allowing the company to import and store base stocks from its manufacturing facilities around the world.

Stolthaven Terminals acquired its Dagenham facility in 2012, and it has since been extensively modernised and expanded with a current total storage capacity of more than 170,000 cbm. Most recently, a major jetty upgrade was completed, which has improved discharge rates and turnaround times for vessels, provided new and upgraded infrastructure, enhanced safety and reduced environmental impact and is ultimately delivering a superior service to customers.

Steve Walker, general manager for Stolthaven Dagenham, said: "Stolthaven Terminals is committed to supporting its customers in optimising the efficiency of their supply chains. We are pleased to welcome ExxonMobil Basestocks to Stolthaven Dagenham and to



Stolthaven Terminals acquired the Dagenham facility in 2012 and it has since been extensively modernised and expanded

provide the expert storage and distribution services that will further enhance their services to customers in the UK, Europe and beyond."

Nick Harris, ExxonMobil Basestocks EAME sales manager and project manager for the new terminal, commented: "Coupled with our Rotterdam refinery, the new Dagenham distribution centre will cover the majority of our customers' lubricant manufacturing needs in the UK. The facility will enable a more direct supply chain, reduced lead time and simplified customs clearance for imported molecules, ultimately reducing complexity across the entire import process for lubricant formulators."

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ISSN 1462-0731

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Publisher: Peter Patterson, peter@woodcotemedia.com, Tel: +44 (0)20 8648 7082

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Bulk Distributor is published by Woodcote Media Ltd

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La Boella shows readiness for more boxes

La Boella Intermodal Terminal at Port of Tarragona, Spain recently moved more than 800 TEU in a single week.

The terminal can handle up to 50,000 TEU a year.

Synergy, together with Euroports, WEC Lines and Multirail, are the rail companies responsible for the increase in traffic with ground operations carried out by Transpaís, the port authority said.

While this milestone was welcome, the port added that a major cause was temporary works to adapt access to Barcelona associated with the track gauge along the Mediterranean Corridor. The work was scheduled to last until mid-September.

Most of the containers handled were 20ft and 45ft dry vans and ISO tanks. The port stated this varied movement of containers underlines the flexibility of the terminal to adapt to different types of cargo.

Iberian gauge rail connections are available the Basque Country, Castilla y León, and Andalusia. These intermodal links strengthen the connection of Tarragona with several key regions of Spain.

The success of the operation demonstrates Tarragona's ability to manage multiple services now and in the future. The port's role is also expected to be relevant while work on the Roda de Berà tunnel is carried out from October to March 2025, which could require temporary or permanent traffic diversions to La Boella.

With a potential capacity to operate around 30,000 containers a year, equivalent to more than 50,000 TEU, La Boella can operate efficiently without using gantry cranes. Currently, operations are carried out with three reach stackers, although the terminal is equipped to be operated with rubber tyred gantry (RTG) cranes.

Behind these operations is an agreement between Wec Lines, Synergy (Hutchison Group) and Euroports that have been added to the existing operations of Multirail, and has increased the number of containers handled in Tarragona. Traction is provided by Captrain and Continental Rail.

Patrick Ram, managing director of WEC Lines Spain, commented: "This temporary diversion should minimise the risk of disruptions and delays for our customers. We are pleased that the La Boella terminal can accommodate this operation to guarantee continuous provision of the WEC Lines service to our customers."

For its part, Transpaís is in charge of loading and unloading and management of the terminal space.



La Boella Tarragona can handle up to 50,000 TEU a year

The La Boella terminal has eight tracks, electrified up to the head, with a mixed track gauge and a length of 750m.

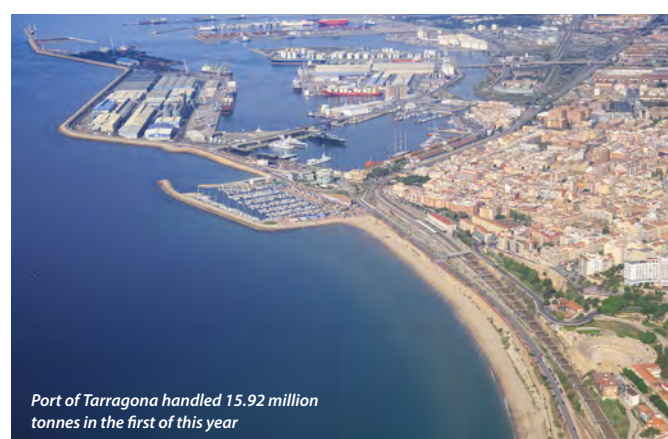
First half data

Data for the first half of 2024 show tonnage through Port of Tarragona reached 15.92 million tonnes, indicating a positive trend that is expected to maintain an annual result similar to that of 2023.

In June, the port handled 2.55 million tonnes. Bulk liquids experienced a strong growth of 5.6 percent, with notable increases in crude oil (3.5 percent) and chemical products (67.9 percent). These increases offset other traffic such as dry bulk and general cargo.

Dry bulk fell 12.8 percent in the first half of the year, mainly affected by a reduction in coal traffic, which is less required as an energy source, and certain animal feeds.

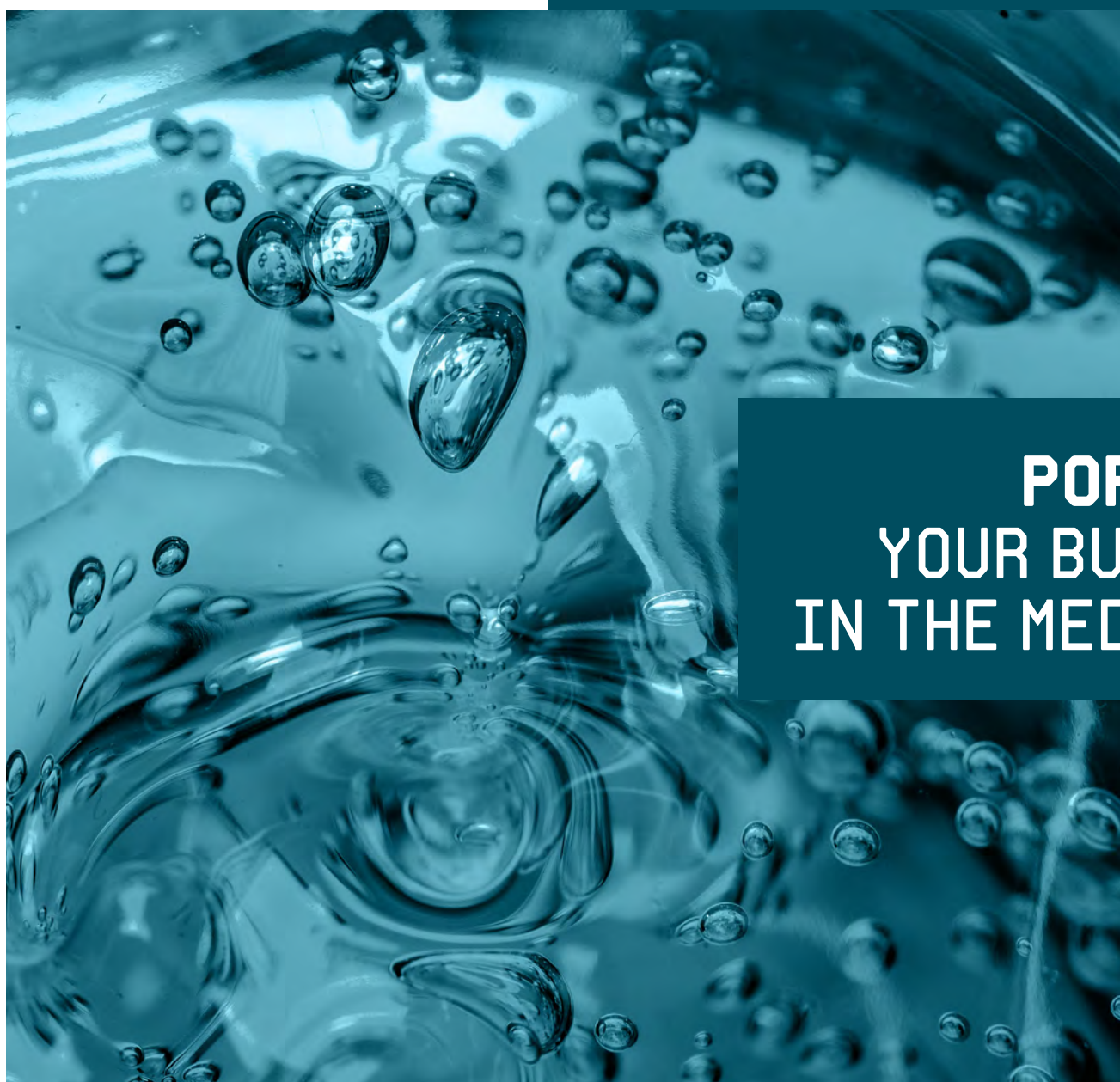
After two years of more sluggish performance, shipments of chemical products experienced significant growth in the first half of 2024, increasing 74.2 percent. January was the month with the



Port of Tarragona handled 15.92 million tonnes in the first of this year

highest movement, closely followed by May and March. Steel products registered an increase of 3.7 percent.

www.porttarragona.cat



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